

TRAFFIC ENGINEERING DIVISION

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

Policy/Procedure Guideline

SECTION 18: School Safety

SUBJECT 18.1: 15 MPH School Crossing Zone

EFFECTIVE DATE: 6/19/92

PARAGRAPH:

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1. PURPOSE:

To maintain a uniform procedure in handling a request for and the subsequent study for a 15 MPH school crossing zone.

2. DESCRIPTION:

The discussion of a request begins with an explanation of the different types of crosswalks.

- a. All intersections are legal crosswalks whether painted or not.
- b. Painted crosswalks should not be mid-block, they should be located where there is adequate sight distance at both the waiting area and the crossing area.
- c. The two types of school crosswalks are "abutting" and "non-abutting" depending on the streets location relative to school property.
- d. All requests must be made to the local school principal.
- e. The school authority (superintendent) must then make a written request to MCDOT. (See Exhibit A).

The principal of that school (with the districts superintendent's approval) makes a request to the MCDOT Traffic

Engineering Division for a school crosswalk. The principal again, at this time, is informed of the two types of crosswalks (abutting and non-abutting), and the liabilities and responsibilities to the school district. An appointment is made to meet the principal at the site. At this meeting the following items should be discussed:

- a. A crosswalk should only be at an intersection, not at mid block locations.
- b. A painted crosswalk across a street should terminate at paved sidewalks at both ends.
- c. Placing and removing the three signs is the responsibility and liability of the school.
- d. A crossing guard is required at non-abutting crossings (Not adjacent to school property).

An application and operation agreement is drawn up showing the location of crosswalk markings and the times of day the signs and guards are utilized. The school principal then signs the agreement and returns it to MCDOT.

MCDOT has adopted the School Safety Program Guidelines published by the Arizona Department of Transportation.

A study is made as shown on pages 35 through 39 of the "SCHOOL SAFETY PROGRAM GUIDELINES" (See Exhibit A) Factors considered are:

- a. Pedestrian volumes.
- b. Vehicle volumes.
- c. Condition diagrams.
- d. Posted speed.
- e. 85%tile radar speed taken.
- f. Sight distance measured.
- g. Approximate age of pedestrians. (very young and old pedestrians often assume safety in a painted crosswalk)

If the study shows a 15 MPH school crossing zone is warranted, a resolution is then prepared and sent to the Board of Supervisors for formal action.

The following are responsibilities of the two jurisdictions.

- a. MCDOT will stripe the crosswalk (2 yellow stripes) and the no-passing zone which lead to crosswalk; also paint a 2 foot diameter spot to show location of placement of the in street signs.
- b. MCDOT will install the school crosswalk signs and the advance crosswalk signs on the shoulder of the roadway (at MCDOT 's expense).
- c. It has been MCDOT's policy to restripe the crosswalk area prior to each school year.
- d. It has been MCDOT's policy to supply the school with the 4 sign faces which go into the street only for the initial crossing.
- e. The school makes their own bases (usually steel wheel or truck rims).
- f. The school hires, trains, and pays for the crossing guard.
- g. The school is responsible for the maintaining and the placement-removal of the in street signs.

3. EXHIBITS:

- a. "SCHOOL SAFETY PROGRAM GUIDELINES" excerpts. (1-5)
- b. School crossing and A.R.S. justifications pages 1 - 3.
- c. Sign placement page.
- d. Complete Board of Supervisor Resolution.
- e. Complete school crossing agreement.

4. BACKGROUND:

Child safety in school areas is a highly sensitive subject. Safe and effective traffic control can be best obtained though the uniform application of realistic policies, practices, and standards developed through engineering studies. It is important the at uniform approach to the school area traffic controls be understood by both pedestrians (children) and drivers. Maricopa County Department of Transportation has adopted in it's entirety, the "SCHOOL SAFETY PROGRAM GUIDELINES" manual presented by the Arizona Department of

Transportation dated January 1983.

5. AUTHORIZATION:

A.R.S. 28-797 A through I. (See Exhibit B)

6. REFERENCES:

"SCHOOL SAFETY PROGRAM GUIDELINES" published by the Arizona Department of Transportation January 1983.

7. ATTACHMENTS:

- a. School crossing agreement.
- b. School crossing warrant.
- c. Agenda form.

Approved: _____

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